

## INVESTORS ARE WARNED ABOUT RUBBER STOCK

La Zacaupa-Hidalgo Securities Called "Insecure" By Coast Expert

Honolulu investors who may have recently received circular letters from a San Francisco stockbroker, advising them to buy La Zacaupa-Hidalgo securities, are warned by the San Francisco Chronicle against purchasing any of the stock, designated as the "La Zacaupa-Hidalgo Rubber Company."

A Honolulu stockbroker who is an expert in stock valuation and appraisal, today said this stock is worse than a speculation. "It was at all times a speculation, and particularly so at the present time," he said, "when the entire future success of the company depends on a reorganization plan now before the stockholders, but which may not be consummated."

The San Francisco Chronicle's financial editor, referring to the securities in question, utters the following warning concerning them:

"A local stockbroker, announced as a dealer in high-grade investments, is advising his clients in a circular letter to buy La Zacaupa and Hidalgo securities. La Zacaupa Rubber was never and is not now an investment of any grade whatever. It is now at all times a speculation and is now a very rank speculation."

"Referring to the new stock—La Zacaupa-Hidalgo Rubber Company—this broker expects it will sell at par value (\$5.00) per share, within 12 months. One share of the old stock represented one acre of rubber—whatever represent in this connection may mean. For each acre-share in the old company, holders will receive forty shares of stock in the new company."

"The old acre-shares are selling around \$10, and a simple calculation demonstrates that, on the same basis, the shares in the new company will sell at 50 cents. It is with great diffidence that the writer opposes his expectations against those of an authority so eminent as this dealer in high-grade investments, but if one must give play to one's expectations it will be much safer to expect 50 cents in 12 months than to expect \$5."

Keepers of lodging houses scattered over the city are said to be banding together to fight the license of \$50 which is now being imposed upon them by an act of the legislature.

This act provides that any lodging house which has 10 or more furnished rooms for the accommodation of paying guests, is a hotel, and this is the interpretation put upon the act recently by Attorney Lymer, for the city attorney's office.

Originally a lodging house was considered merely a lodging house, without any restrictions as to hotel licenses. The law, passed in April, and known as act 71, has been a hard blow to keepers of such houses who formerly paid but \$2.50 annually as a license fee. The blow comes especially hard on the keepers of cheap lodging houses, whose profits do not run up to any great sum. Under the law a house does not have to furnish meals in order to be called a hotel.

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## JUDGE WHITNEY WILL CONTINUE WORK IN COURT

Does Not Expect to Be Reappointed to Bench, But Knows Naught of Successor

William L. Whitney, second judge of the local circuit court, returned to Honolulu in the steamer Wilhelmnia today after a month's vacation spent in San Francisco, looking even more cheerful than when dispensing justice to youthful offenders in the juvenile court.

"I don't know any more about it than you do," he declared, when asked if he knew who is going to take his place on the circuit bench. "I went to San Francisco on a vacation, and I certainly enjoyed myself. I didn't bother myself with judicial appointments, or anything else of that nature."

Judge Whitney stated frankly today that he does not believe he will be reappointed. He says that within the next two or three days he expects to receive a cablegram from the attorney-general in Washington which will let him know just where he stands—whether he is to be reappointed or not.

During the next several days Judge Whitney will continue his work in the circuit court. At the end of that time if he is not reappointed he will enter the law firm of Smith, Warren and Sutton.

"If reappointed, will you accept?" Judge Whitney was asked.

"You bet I will," he answered.

## DIXON FAVORS SUSPENSION OF COASTWISE LAW

(Continued from page one)

war in Europe has aroused our people and there is an earnest desire to see our army and our navy ready to face any emergency.

Congressman Dixon touched lightly on the policy of the administration in the present European crisis. "The policy of the government is strict neutrality during the present war," he said. "But while we are for peace, we are for peace with honor and with the maintenance of all our rights. We must respect the rights of others, but we must demand respect for the rights which we as a nation now possess."

The speaker came out in favor of a repeal of the coastwise shipping law as applied to Hawaii, especially as to the passenger traffic. He pointed out that present conditions work a hardship on the community in general and on the busy visitor, who might be suddenly called back to the mainland, in particular.

Congressman Dixon paid high tribute to the progressive spirit of Hawaii, and to the excellence of its institutions. He cut corners when he came to the tariff, saying that individual opinions should not be expressed. He intimated that no tariff law today would meet the expense of government on account of foreign war conditions and said that it was quite evident an increased deficit would have to be faced by the next Congress.

At the speaker's table were Governor Pinkham, Mayor Lane, former Governor Carter, Fred L. Waldron, Fred C. Smith, E. I. Spalding, Postmaster Young.

All four of Hawaii's governors, present and past, heard Congressman Dixon today, former Governors Dole and Frear being also among his auditors.

## AFTER YEAR OF WAR, FRANCE IS CALM, CONFIDENT

GREAT BRITAIN IS FIRM IN RESOLUTION

LONDON, ENG.—Sir Edward Grey, the British Minister for Foreign Affairs, has given the following authorized statement to the Associated Press:

"I have been asked to send a message to the United States of America at the end of the first year of the war.

"The reasons which led Great Britain to declare war and the ideals for which she is fighting have been frequently set forth. They are fully understood in America. I do not feel, therefore, that there is any need to repeat them now. I am quite contented to leave the rights and wrongs of the causes and conduct of the war to the judgment of the American people.

"The United Kingdom and the entire Empire, together with their gallant Allies, have never been more determined than they are today to prosecute this war to a successful conclusion, which will result in honorable and enduring peace based on liberty, and not burdensome militarism."

(Continued from page one)

pecially in the battle of Charleroi. While the French armies were in retreat a national ministry was formed and the civil population of France organized for war. The French and British armies stood on the line of the Marne from a point near Paris to the eastern frontier of France. They received the shock of more than 1,200,000 German troops, and defeated them with somewhat inferior forces. The French troops were too exhausted by their 15 days of marching and fighting to make their victory decisive. The Germans checked their retreat upon the line of the Aisne, and had sufficient time to dig in. The battle of the Aisne developed by the Germans endeavoring to turn our left and by the simultaneous French effort to turn the German right.

"This contest resulted in a race for the sea in the obstinate two months' battle along the Yser in October and November. The Germans again failed and finally gave up that part of their offensive on account of their terrific losses."

"Simultaneous with the battle of the Marne, though forming no part of the battlefront of what has been called the Battle of the Marne, were the operations in the Argonne, the Woëvre and the Grand Couronné de Nancy. The army of the German Crown Prince, marching on Verdun, and the army of Crown Prince Rupprecht of Bavaria, marching on Nancy, both were defeated in some of the bloodiest engagements of the entire war.

"The ultimate result of these defeats was the liberation of that part of the ancient province of Lorraine left to France after 1870 from the occupation of the German army. The German forces had penetrated 15 or 18 miles. They were not only driven before the first of November, but since then the French have invaded Upper Alsace, of which they now hold a considerable part. This country, taken from France in the war of 1870-71, has been reorganized and is under control of a civil government, which restored the school and judicial system of France.

"From the battle of Charleroi to the end of the first year of the war the Germans achieved no successes on the western battlefront save the slight advance at Soissons during the floods of the river Aisne, the advance at Ypres, partially lost afterwards, at the time of the first attack, with the assistance of asphyxiating gas.

"The successes of the allies since the Battle of the Marne are in the recapture of Thionville, Metz, La Foully, together with the considerable territory in the Alsatian Vosges; the capture of an entire German position in the Forest of Le Prieux, along the wedge the Germans are still holding in the French lines at St. Mihiel; an advance of a mile along a front of ten miles at Beauséjour, in the Champagne country; the capture of Neuve Chapelle by the British; the capture of Notre Dame de Lorette, Carency, and Neuville St. Vaast, and an advance of two or three miles along a front about seven miles north from Arras by the French; and the clearing of the left bank of the Yser of the enemy by the Belgian army.

"Never since the war began has the French army been so fit to continue it to a triumphant conclusion as today. We have not only carried on the war with success during the year but we have accumulated immense reserves of every necessity for continuing the war until it has been won. Our reserve troops in depots and under training are relatively greater than those of the Germans. The army is absolutely confident. The people, behind the army to a man, are equally so.

"The French people, through no fault of theirs, have suffered and are suffering today, but they are equal to every hardship, every effort necessary to drive the war to a final victorious conclusion."

Extraordinary precautions were taken before the departure of the Italian liner Stampalia from New York for Naples to see that no bombs had been smuggled on board.

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## FROM YESTERDAY'S LAST EDITION PRINCETON MAY COME TO HAWAII FOR SHORT STAY

Gunboat from American Samoa to Get Coal at Hilo or Honolulu; May Be Repaired Here

The U. S. gunboat Princeton, now at Tutuila, Samoa, which will be relieved within a short time by the tug Fortune, will probably stop at Honolulu for bunker coal on her return to the west coast of the United States and may even go into drydock here for repairs to her hull before proceeding to San Francisco.

The Fortune and the Nanshan, which have been in Honolulu for several days, were outside the harbor this afternoon and will get away for Samoa before tomorrow. About August 25 the Princeton will leave Samoa, and, according to Commander Little, Little of the Nanshan, planned originally to go only to Hilo, if coal could be secured there. The Princeton went around some time ago and has a hole in her hull only temporarily patched.

Lieut. Little inquired of A. P. Taylor of the Promotion Committee concerning coaling facilities at Hilo and was referred by Mr. Taylor to J. E. Sheedy of the Inter-Island.

Mr. Sheedy is out of the city today but it is understood he also took up with Lieut. Little the possibility of putting the Princeton into drydock here for repairs. The Nanshan will convey the Princeton on her return trip.

Norman E. Gedge, secretary and treasurer of the Inter-Island and to whom all applications for coal are referred before acted upon, said he had nothing direct from navy officials. He said that Saturday a shipping man mentioned the matter off-hand to him. Mr. Gedge said that under normal conditions any ship could coal safely at Hilo but stated that arrangements had to be made in advance at Honolulu.

"I can't understand why the Princeton should choose Hilo as a coaling port instead of Honolulu," he said. "It is only a few hours longer run to Honolulu and that loss in time would easily be made up in the speed with which a ship can be coaled here, rather than in Hilo."

## BIG RECRUITING POSTERS HUNG AS MERE ORNAMENTS

British Association Clubrooms Will Not Be Used to Enlist Fighters for Allies

Although Kitchener's flaming posters calling on all Englishmen to fight "for your king and country," line the walls of the newly-organized British Association's clubrooms in the campers' building, Acting Consul G. H. Phipps this afternoon at the British consulate, 932 South Leleatania street, disclaimed that the lithographs, which are the identical ones used so effectively in recruiting Great Britain's army of 3,000,000 men, were placed there with any intent to obtain recruits here for the Allies' cause.

"It's no different than hanging the posters on the walls of my wife's drawing-room," said Mr. Phipps at the consulate, when interviewed concerning the display.

"The posters were placed in the clubrooms simply to reflect patriotic sentiment and show our feelings as Britishers," he said. "To claim that they are used with the idea of obtaining recruits would be laughable and absurd. If we started to do that we'd have your government after us in a minute."

The acting consul added that the British Association is a Britishers' club and that it has the same purpose as the recently-formed Germania Club, organized by German residents here.

## ROUND TOP ROAD WILL BE CLOSED TO ALL TRAFFIC

Round Top road is to be closed to the general public until more extensive work has been done upon it, and a large sign stating this fact is to be placed at the lower end of the road to keep automobiles and other vehicles from making the climb.

For some time travel in the daytime has been allowed, though machines have been prohibited from going up after dark. With the road in its unsettled and unfinished condition, however, Chairman Forbes or the Public Works department does not feel that it is safe for parties even in daylight, and accordingly the sign warning them to keep off will be erected at once.

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## REFUGEE SHIPS GIVEN ANOTHER 2 WEEKS' GRACE

At End of That Time if Harbor Is Not Cleared, Commissioners Will Take Action

Two weeks more of grace are to be given the German refugee ships in Honolulu harbor, before any action is taken by the board of harbor commissioners in the matter of demanding them to move to outside waters.

This was the decision reached by unanimous vote this afternoon at a meeting called for the special purpose of taking some action on the refugee ships, following the cable recently received from Washington refusing to grant permission to them to anchor at Pearl Harbor.

F. W. Klebahn, appearing in behalf of the German ships, through the agency of Hackfeld & Company, stated that it was impossible to move the vessels outside the harbor with the 10 tons of coal allowed them by the Inter-Island Steamship Company. "It would be the height of folly," he said, "to move these ships out there where they would be at the mercy of wind and waves, with an allowance of coal in this quantity."

"I have two possible plans," said Mr. Klebahn, "which I am working on, and which should develop favorably within a fortnight." Klebahn said that he did not care to make known just what the plans were, but he thought them worth while trying, and he was sure that two weeks' time was enough for him to see what their results would be. The vote for an extension of time was accordingly taken.

"It is true," said Mr. Klebahn, "that the Holstia has been anchored outside the harbor, without steam enough to move her in case of storm, but it is at the cost of constant risk of having her go on the reef in case of a strong enough wind came up to cause her to drag her anchors."

The Holstia is at present being held by all the anchors available, and has all electric lights and motors turned off in an effort to save coal. Mr. Klebahn said that he did not feel like taking such a responsibility upon his shoulders with the other vessels that are tied up here.

Several suggestions were made by various members of the board as to plans that might be used to get the vessels out of the harbor. Probably the most feasible was that they be equipped with oil burners large enough to furnish power against any storm that might come upon them outside. Mr. Klebahn said that he felt the price of such a change would be prohibitive, but that he would make an investigation of the matter to see what could be done.

Chairman Forbes stated in reply that as far as the commission was concerned the price had nothing to do with the moving of the ships. "It is our concern," he said, "to clear the harbor, and we must do it regardless of what it may cost the ship companies."

C. J. McCarthy of the board suggested Koolau harbor at Kaneohe as another possible haven, though it is not known definitely by any of the members of the board if water deep enough for these ships could be found there. Frank Poor, secretary of the board, does not think it is of sufficient depth.

Before Mr. Klebahn left the meeting he was informed that the commissioners appreciated the standpoint of Hackfeld & Company in not wanting to move the ships outside the harbor, and that the board would welcome any plan that might furnish a safe means of changing them from their present location. In reply, Mr. Klebahn said that he understood the position of the harbor board, and that he had made known to the ship's commanders why they were being asked to move. "We are doing all we possibly can to clear the harbor for you," he said.

## S. S. GEORGIAN ASHORE; SAFE

American-Hawaiian Steamer on Duxbury Reef, North of San Francisco—Hits Rock Off Coast in a Dense Fog

[Associated Press by Fed. Wireless.] SAN FRANCISCO, CAL., Aug. 2.—The American-Hawaiian steamer Georgian has gone ashore in the fog, off Duxbury reef. The vessel is safe.

"The Georgian was off her course," said C. P. Morse, general freight agent for the American-Hawaiian company in Honolulu. "Duxbury reef is about 10 or 15 miles north of San Francisco between the Golden Gate and Point Reyes. The Georgian was due in San Francisco from New York via Panama canal today and evidently ran north of her course, which accounts for her going on the Duxbury reef."

"She carried about 9000 tons of cargo, most of which was for the islands. It was general freight. On her last trip here, about two months ago, C. M. Nichols was her commander."

The steamer is about 450 feet in length and is one of the largest of the American-Hawaiian line, although not in the first class of that company. She has a carrying capacity of about 9000 or 9500 tons.

As the vessel is reported safe it is

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## RED ROT KILLS SUGAR CANE IN SOUTH GEORGIA

When the sugar-cane growers examined their banks of seed cane early last March in Grady County, Ga., they found about one-half of the cane dead. Similar losses occurred during the winter of 1913-14. This presents a serious problem, for in the southern part of the United States it is a common practice to store in soil beds during the winter, i. e., to "bank" the sugar cane to be used for planting the following season.

A specialist of the department found that the badly damaged canes were invariably affected primarily with a fungus disease, red rot, scientifically known as Colletotrichum falcatum. Examination of the canes showed that the rot usually began about the nodes and that frequently the eyes were apparently dead, the stalks still retaining their normal color. Often there were brown, water-soaked spots at the nodes or near the points from which the roots of the new plant emerge. Occasionally it appeared as though the rot had proceeded from the leaf sheaths into the nodes.

In uncovering the bank of sugar cane stored for seed, it is not uncommon to find some of the tender ends of the stalks much rotted. In this season, however, in the majority of cases these ends show an excessive brown wet-rot beginning at the tips or internodes of the stalks. The spots varied in size and in some instances extended the full length of the internode. Where the fungus penetrated the tissues to any extent, a red discoloration was present, many canes showing this their full length.

A careful inspection of banks of seed cane was made by the department's specialist in Grady County, Ga., and in the vicinity of Apalachicola, Fla., to ascertain the influences exerted by the different conditions under which the cane might be bedded. It was generally agreed among the planters that cane for banking should be cut in the rain or immediately after a rain, so that the cane would go into the bank wet. The small bank was thought to be less conducive to the formation of red rot or other fungus diseases than the large bank.

The usual procedure in Georgia and Florida in banking seed cane is to lay the stalks, including roots, leaves and all, side by side lengthwise with the roots to the ground and the tops overlapping the stalks. The bank is usually about six feet wide and varies in length from 10 to 100 feet or more.



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